MEANS SAFETY TO BIG STORES.

DRY GOODS MEN WELCOME THE MAYOR'S SALT WATER MAINS.

Underwriters Indorse the Plan and Send a Committee to Discuss the Details -It Will Give Protection the Shopping District Doesn't Have Now-Curtain of Water Around Stores Would Keep Advancing Flames Back-How That Saved Building in Baltimore

The New York Board of Fire Underwriters met yesterday and considered the letter of Mayor McClellan asking for their aid and advice in considering the details of his plan for a system of secondary fire protection through salt water mains and pumping stations. The Mayor's plan was heartily indorsed by the individual members, who congratulated one another that a measure so long needed for the protection of the city from fire was under active

At the suggestion of President Ogden, to whom the Mayor's letter was addressed, the committee on water supply, of which Henry W. Eaton is the chairman, was authorized to act as the board's committee of conference with the Mayor. The committee was instructed to do everything in its power to bring about the installation of salt water mains and pumping stations on the plan outlined by the Mayor. Mr. Ogden said after the meeting yesterday that the Mayor's plan was the best thing the fire underwriters had seen

coming the city's way in a long, long time. "What's this talk about only having that extra protection from Fourteenth street down?" he said. "It ought to cover every block of the city south of Fortysecond street. Now that we are in a fair way to get an improvement that the city ought to have had a long time ago and must have now, let's do it right.

"The Board of Fire Underwriters asked for this thing from Mayor Van Wyck and from Mayor Strong and never got any real consideration of the plan at all. Now we have a Mayor who appreciates how great are the interests at stake, and we are in a fair way to make the city as safe from a conflagration as it ought to be with its magnificent opportunities.

"The first objection which will be raised will come from the sort of man who wants to object to everything in the way of progress and knows that he can always fall back on the cry of 'expense.' The man who starts that cry in this matter is no friend of the city in the first place and no careful student of municipal economy in the second.

"I don't believe it will cost the city enough to make the bond issues a burden, in the first place. If Philadelphia could do this thing, as it has, we can afford to do it, our area to be protected is greater than that which Philadelphia covered, but it does not need to be done all at once.

"As a matter of fact, no matter how great the cost, the plan is one for the permanent improvement of the city. It will stay here. The older the city gets, the more useful it will be; and the matter of cost is not a vital one in improvements of that character.

"I believe that even if there never comes a fire which will require the use of these auxilliary mains and pumping stations. their mere presence in the city will pay for the cost of putting them in. Business comes to a city which is safe from fire. Business stays in such a city. Fire insurance rates are very much lower. If there is anything in the world we can do to help instruct people who do not understand the urgency of the need for the adoption of the Mayor's plan, we stand ready

The underwriters' committee will meet go over the plan with him. About four years ago twenty of the proprietors of retail dry goods stores in this city took up the matter of fire protection. which was to them a very vital one. The insurance companies will not grant full insurance to these stores because of the perishable nature of the stocks in them, and borhood risk." Any one big fire in the vicinity of one of them would wipe out a great number of the stores and come pretty near to bankrupting any insurance com-

panies which had fully insured them. The dry goods retailers sent to Edward Atkinson of Boston, who, notwithstanding his political eccentricities, is a fire expert of national renown, and has organized a number of mutual fire insurance companies among manufacturers in New England. The New York retailers asked him about the possibility of forming an inter-insurance concern among the dry goods stores. Mr. Atkinson sent an inspector here to look the stores over and make recommendations for each store and for the protection of all of them together. The inspector de recommendations regarding th dividual stores as to interior protection

which were carried out at once and were singularly effective. There have been no serious fires since in any of the stores thus But the very neighborhood risk, which made the regular insurance companies shy about giving full insurance to the dry goods stores, made it impracticable for the stores to undertake to insure themselves. They were too near together, and it was almost certain that any fire that carried away one more of them would carry away almost

To remedy this neighborhood risk, Mr. Atkinson's expert recommended just one plan—that which Mayor McClellan is now plan—that which mayor medicinal is now putting forward. He recommended that a pumping station be established by the dry goods stores on the North River, with a pipe line leading to all the stores in the Retail Dry Goods Association, which should supply their stand pipes and a system of outside

prinklers. This outside sprinkler system can supply more water than the Croton mains here can ever supply. It is a system by which there is a line of sprinklers strung along the eaves of a building, so that when water is turned on through them, the building is protected on every side by a sheet of water through which no spark may pass unquenched and which no flame can penetrate. more water than the Croton mains here

traie.
Only an auxiliary water supply can possibly furnish water in sufficient quantities for this purpose. Of course, the roof would at the same time be flooded. Mr. Atkinson's expert added to his recomendations for the installation of fire preventatives in each store the general provision that the outside sheet sprinklers should be connected with hydrants drawing water from the river through an inde-

water from the river through an independent pumping plant.

The roof hydrants were installed, but because the association did not feel able take on its shoulders the erection of the

ndependent pumping plant and pipe lines a private enterprise, the outside sprink-That these outside sprinklers are effective emonstrated by an example set forth by to the Mayor. This firm has made a care-

ul study of fire protection and found in the Baltimore fire an example of the efficiency the outside sprinkler system. Their letter to the Mayor says in part:

Baltimore, been equipped with sutomatic sprinklers, the fire in their premises would either have been extinguished or held in check until the fire department could have put it out. Why should not our building laws require the owner of every warehouse within the city limits to equip his building with automatic sprinklers as a measure of safety to the rest of the community?

We would go further and require that within certain boundaries, such as the crowded business section of the city, warehouses should have outside as well as inside sprinklers; that is, a system of open dry pipes projecting through the walls, with a sprinkler head over each window, through which a curtain of water could be kept flowing in front of windows exposed during a fire.

An illustration of this system was furnished in the recent Baltimore fire. The firm of O'Neill & Co. of that city had such outside sprinklers at one end of their building gronting on a narrow alley. Their building was on the flank of the great fire, and as it approached from that direction their sprinklers were put in operation and saved not only their building but others, which, protected by their warehouse, were shielded from the force of the flames. Their sprinklers were connected directly with the street mains.

The letter says further that the desire of Rogers. Peet & Co. to install the outside money, but that they will also know ex-

The letter says further that the desire of Rogers, Peet & Co. to install the outside sprinkler system was nipped in the bud because they were prohibited by law from connecting the outside sprinklers with the Croton mains. It was practically impossible for the firm to store water enough to supply the sprinklers at its own expense. But, the letter adds:

This embarrassment would therefore be immediately relieved by the carrying out of your proposed plan to provide pumping stations and keep a high pressure on the mains so that the outside sprinklers could be utilized simply by opening a valve.

C. L. Graff, the secretary of the Retail bry Goods Association, said yesterday: "Of course the retail dry goods merchants of the city are delighted by Mayor McClelof the city are delighted by Mayor McClellan's progressive and scientific plan. They have felt the need of it more acutely than any other class of men in the city. They have done everything that the power of man can devise to make their stores safe, and the stores are safe, individually considered. But before a conflagration they would be helpless, and that the city is about to give to them a protection which they sorely needed is a matter for the greatthey sorely needed is a matter for the greatest rejoicing."

Fire Commissioner Hayes unearthed yes-

terday the minutes of the Sinking Fund pany was left in a quandary.

Commissioners in 1885-86. They show that

The question as to what we the salt water auxiliary system came up for consideration at that time and was urged most emphatically, but was passed by on the general principle: "We've been lucky so far, so let's count on always being lucky, and save the money.

"I said when the subject came up," said the Commissioner, "that we were twenty years behind time in taking advantage of the opportunities which the city gives us. These records prove it."

Commissioner Hayes said that the city of Philadelphia, which has already installed an anylliary, water supply and pumping.

of Philadelphia, which has already installed an auxiliary water supply and pumping stations for fire purposes, has invited the New York Fire Department to go over there and inspect and study the Philadel-phia system and get what help it may from Philadelphia's experience. Mr. Hayes said that as soon as a let-up in the cold snap made it safe for Chief Croker to leave the city the Chief would take advantage of the city the Chief would take advantage of the

invitation.

The cold snap in itself is speaking loudly in argument in favor of a secondary sys-tem of pipes in which there would be no water until the fire alarm called on the pumps to begin filling them. In the fires of the last few days it has been necessary again and again for the firemen to thaw out hydrants with steam before they could get to work, with great added fire

loss in consequence.

Brooklyn lifted its voice yesterday in a demand to be remembered in the plans for laying salt water mains. It was said in Commissioner Oakley's office that Brooklyn had no such congested districts of grea value as there are in lower Manhattan.
Brooklyn's turn will come after these districts have been provided for.
The Commissioner is already arranging for salt water mains at Coney Island, how-

ever, where the fresh water supply is very

WOULD PROFIT BY FREIGHT WAR Produce Exchange Seeks Abolition of All

Differentials Against New York. The reduced rates on Lake grain from Buffalo to this city went into effect yester-day over the New York Central, Erie and the Mayor next Tuesday at 2 o'clock in the | Lackawanna railroads. The cut, which was made to meet a differential accorded Lehigh Valley, brings the rate to 3 cents the 100 pounds, and it is understood that if the Represelvent loss of the company said:

"Mr. Burchard had not the slightest the Pennsylvania lowers this rate the re- intimation that he was to be replaced, and duction will again be met.

what is technically known as the "neigh- from the grain rate cuts, but they met with

little success. They will be continued.

The Produce Exchange seeks to take advantage of the present situation to abolish all differentials which work against the port of New York. Chairman John Valiant of the Exchange committee on trace and transportation made this statement yester-

Our committee has been working for some days to bring advantage to this port out of the rate dispute among the railroads. We think that we have found the proper line of action to take, and we expect to produce results. There is no reason why this city should suffer discrimination in these cays. and we hope to get all differentials abel-

It is understood that pressure will be brought to bear to induce the New York lines to abolish the 6 cent different at allowed to the Pennsylvania on westbound

PRESSED STEEL CAR REPORT. Orders for New Rolling Stock Almost Suspended in the Last Half of 1903.

The pamphlet report of the Pressed Steel Car Company for the twelve months ended Dec. 31, issued yesterday, shows net profits of \$2,768,898, a decrease of \$1,809,216, while the balance, after charges, showed a decrease of \$2,268,802, and amounted to but \$1,737,506, of which dividends called for \$1,500,000. President F. M. Hoffstot says: Gross sales for the year 1903 were \$26,273,910, a decrease of over \$7,000,000 compared with the previous year, but an increase of \$3,250,000 over the sales of 1901. For the first six months of 1903 the sales exceeded the same period of the previous year 23 per cent, but the general depression in business during the last half of 1903 caused an almost entire suspension of the purchase of new rolling stock.

Of the securities and stocks owned by the company, he says:

It is important to know that dividends from these securities have been equivalent to 8½ per cent. of their cost, while their earnings have been equivalent to 12.7 per cent, of their cost. Our receipts from dividends on these securities during the year exceeded our disbursement for interest, \$31,387. In brief, ours is one of the few manufacturing concerns whose interest accounts are on the right side.

The company made the usual depreciation charge of \$260,000, charged all repairs and renewals to cost of production, and wrote off \$650,000 in inventory account to represent changed conditions and actual values.

STEEL BUSINESS IS BETTER. Railroads Are Purchasing More Freely, the "Iron Age" Reports.

The Iron Age this week reports larger volume of business in finished steel products. As to railroad orders, it says: The railroads are purchasing equipment The railroads are purchasing equipment more freely. Transactions in steel rails in the last two weeks have aggregated at least 100,000 toms, and may have gone somewhat over that quantity. Negotiations are proceeding for further large lots, and manufacturers are confident that the deadlock has at last been broken. Prices have not been changed, but it is asserted that buyers are protected against declines.

Dear Sin: The merchants of New York are delighted at the inauguration by you of a scheme for a supplemental water supply for fire purposes. There is no question connected with the city administration so vital to its interests. The day after the Baltimore fire we wrote to the Merchants' Association urging that this matter be taken up with the authorities; and we congratulate you on having taken the initiative without waiting for the slow moving commercial bodies to present this matter.

Had the warehouse of John E. Hurst & Co., Consumers of steel bars are reported to

money, but that they will also know exactly what they are getting.

Bids for this work submitted to the company on or before Dec. 15 were found unsatisfactory. The figures were high in consideration of the recent decreases in the cost of raw materials, and in most cases, it is asserted, the bidders did not live up to specifications strictly.

The determination to do the work on the railroad's own responsibility, it is said, was arrived at on Tuesday when Messrs. Cassatt and Rea held a conference with the Board of Consulting Engineers in New

The company was to have had sixty days, from Dec. 15 to Feb. 15, in which to consider the proposals, but long before that the officials came to the conclusion that the bids submitted would not do. It is said that some of the contractors were asked to revise their proposals, both as regards figures and materials, but when, in some cases, this was done, they were still found unsatisfactory and the com-

The question as to what would be best to do was a matter of much debate among the Pennsylvania officials and directors. Mr. Cassatt, it is said, took a firm stand in favor of the work being down by the Pennsylvania's own corps, and that finally it was left to the decision of the president, fourth vice-president and the board of con-

fourth vice-president and the board of consulting engineers.

In carrying out this plan Mr. Rea, who will personally superintend it, will have the assistance of the board of consulting engineers, the most expert men in their various lines in this country. They are Lieut.-Col. Charles W. Raymond, Engineer Corps, U. S. A., chairman of the board; Charles M. Jacobs, chief engineer North River division; Alfred Noble, chief engineer East River division; William H. Brown, chief engineer Pennsylvania Railroad, in charge of tracks and terminal varies. charge of tracks and terminal yards; Gustav Lindenthal, former commissioner of bridges, New York city, and George Gibbs, bridges, New York city, and George Globe, in charge of mechanical engineering, electric locomotives and traction and representing the firm of Westinghouse, Church, Kerr & Co., which has been placed in charge of the mechanical and electrical engineering work. The architects are McKim, Mead & White of New York city.

White of New York city.

It was said by officials that within three months after obtaining the consent of the city of New York work would be started. Some preliminary construction is now under way by the company's force, but it has been retarded by the unusually cold winter, and it will be spring before work in earnest begins on the tunnels.

MR. GREENE RESIGNED HIM.

Mr. Burchard Didn't Know He Was Out of Greene Copper Executive.

The contest between President W. C. Greene and the Gates-Hawley-Harriman interests in the Greene copper company has been brought to an acute stage by the action of the directors on Tuesday in replacing Anson W. Burchard by Emil Berolzheimer on the executive committee. It was announced at the offices of the company after the meeting that Mr. Burchard, who is friendly to the opponents of President Greene, had resigned, but this was flatly to Philadelphia by the Pennsylvania and denied yesterday by friends of Mr. Burchard, who was out of town. A director

duction will again be met.

Efforts were under way yesterday to adjust the differences which have resulted from the grain rate cuts, but they met with little success. They will be continued. his control of the company. There is grave doubt as to its legality. The members of the committee are elected for a year by the directors, and Mr. Burchard's term does not expire until October. He didn't resign; he was simply forced out to make way for some one ele. I hope to see some action taken to determine the legality of

Mr. Burchard has resigned as comptreller of the company, and the office has been abeliahed abclished.

LIVERPOOL OBSERVES FEB. 22 By Closing Up Its Cotton Market (Lest It

Become Too Popular). Patriotic members of the New York Cotton Exchange felt very proud yesterday when a cable despatch informed them that the Liverpool Exchange would be closed next Monday, Washington's Birth-On reflection some of them concluded that it wasn't so much Great George our

President as it was an indisposition to have a great load of cotton dumped on Britain from this side of the water at a time when there was no American market.
On the Cotton Exchange Daniel J. Sully. the bull leader, once more did some active bidding up of the market in the closing dealings, his operations resulting in a sharp run in of the shorts. The July delivery closed at practically the top figure, 13.44 cents, compared with 12.93 cents on Tuesday.

Iowa Central Borrows on Notes. The Iowa Central Railway has made arrangements for a temporary loan to

finance its needs until the bond market is in a more satisfactory condition. A director of the road said: "I don't know the exact amount of the loan, but it is small. In common with other roads we don't care to issue bonds at present and have borrowed this money on short term notes."

FINANCIAL NOTES.

Floyd W. Mundy has prepared a book on the "Earning Power of Railroads," which is issued by the Stock Exchange house of James H. Oliphant & Co. The book is unusual in character and sets forth comprehensively the statistics regarding sources of income and distribution of revenues of 112 railroads in the United States and Canada, whose mileage is 170,000, and whose gross earnings in 1903 exceeded \$1,750,000,000. exceeded \$1,750,000,000.

In the auction room yesterday \$192,000 of the Maryland Trust Company 8 per cent. timber certificates of the Houston Oil Company were sold at 62, and 4,850 shares of the oil company's stocks were withdrawn. The directors of the oil company postponed the meeting called for yesterday to consider the proposition of the Kirby Lumber Company to buy all the oil company's timber land. President Kirby has gone to Texas.

The directors of the Morton Trust Company have elected Harry Payne Whitney a director to succeed his father.

Jacob H. Schiff, senior multiper of the bank.

Jacob H. Schiff, senior multiper of the bank-ing house of Kuhn, Loeb & Co., sailed for Europe yesterday on the White Star steam-ship Celtic.

Business Troubies.

Tue Camp Electric Construction Company, of 41 West Twenty-fourth street, made an assignment yesterday to William H. Roberts. A judgment for \$33.621 was entered vester day against the Consolidated Industries Company of 49 Wall street in favor of the Knickerbocker Trust Company for money

Joseph Striem, doing business as the Persian
Art Company, dealer in rugs, bric-a-brac &c.,
at 430 Fifth avenue, confessed judgment
yesterday for \$520 to Edward Margolies, on
a note

Court of Appeals Calendar.

ALBANY, Feb. 17.—Court of Appeals calendar
for to-morrow: Nos. 211, 244, 550, 209, 218, 251,
133 and 221.

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WINTER RESORTS. NEW JERSEY. Atlantic City.

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Court Calendars This Day.

Court Calendars This Day.

Appellate division—Supreme Court. Nos. 30, 98, 79, 2, 110, 33, 81, 82, 88, 99, 96, 111, 21, 22, 105. Supreme Court—Special Term.—Part I. Motion calendar called at 10:30 A. M. Part II. Exparte matters. Part III. Clear. Motions. Demurrer. No. 375. Preferred Causes—Nos. 2941, 43:15, 4507. General calendar—Nos. 3841, 3828, 4054, 4112, 4113, 4114, 4115, 1375, 3812, 3842, 3946, 3621, 3566, 3456, 619, 33:29, 33:39, 33:1, Part IV.—Clear. Cases from Part III. Part V.—Case unfinished. Cases from Part III. Part V.—Case unfinished. Cases from Part III. Part VI.—Case unfinished. Cases from Part III. Part VIII.—Clear. Cases from Part III. Trial Term—Part II.—Clear. Short Causes—Nos. 12314, 14347, 14261, 13632, 14430, 13647, 13507, 14342. Part III.—Case unfinished—Nos. 4943, 5218, 4794, 4753, 4770, 4798, 4665, 4217, 470, 4290, 4134, 18793, 3252, 4577, 4356, 602½, 4702, 4707, 4738, 4813, 4835, 4866½, 4803, 4947, 4872, 4874, 4774, 4784, 4875, 4875, 4876, 4876, 4877, 4878, 4871,

calendar. City Court—Special Term—Court opens at 10 A. M. Motions. Trial Term—Part 1. Recess. Part II.—Clear. Nos. 2159, 2145, 2157, 6809, 2143, 2144, 2146, 2179, 2190, 2190, 2190, Part III.—Clear. Nos. 2317, 2402, 2350, 2400, 2407, 2409, 2382, 2383, 2411, 1948, 1242, 1349, 1437, 20013, 210795, 1909, 1563, 1945. Part IV.—Clear. Short causes—Nos. 6963, 5786, 6740, 4614, 6636, 5756, 6969, 6717, 6822, 6246, 6977, 6799. Part V.—Case unfailshed. Nos. 1020, 2054, 1776, 2462, 2470, 2471, 2472, 2473, 2475, 2475, 2476, 2477, 2478, 2479, 2489, 2480, 2481, 2482, 2486, 2486, 2487, 2488, 2489.

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7:55 A. M. FAST MAIL.—Parior, Sleeping and Dining Cars. For Chicago, Indianapolis and Louising Cars. For Chicago, Indianapolis and Louisville.

5:55 A. M. ST. LOUIS LIMITED.—Pullman Sleeping. Smoking and Observation Cars. Cincinnati, Indianapolis, St. Louis. Dining Cars. Cincinnati, Indianapolis, St. Louis. Dining Cars. Cincinnati, Indianapolis, St. Louis. Dining Car.

10:25 A. M. PENNSYLVANIA LIMITED.—Pullman Sleeping, Dining, Smoking and Observation Compartment Cars. For Chicago, Cieveland, Toiedo, and Detroit.

1:55 P. M. CHICAGO AND ST.LOUIS EXPRESS.—For Nashvilie (via Cincinnati and Louisville), Indianapolis, Chicago, St. Louis. Dining Car.

1:55 P. M. CHICAGO LIMITED.—Pullman Sleeping, Smoking, and Observation Cars. For Chicago, Toledo, and Cleveland. Dining Car.

1:55 P. M. ST. LOUIS EXPRESS.—For Pittsburg, Cincinnati, Indianapolis, Louisville, St. Louis-Dining Car. For Gary, W. Va. (via Shenandoah Valley Route).

Valley Route).

5:58 P. M. WESTERN EXPRESS.—For Chicago.
For Toledo, eacept Saturday. Dining Car.

7:55 P. M. PACIFIC EXPRESS.—For Pittsburg, Toledo, and Chicago. For Knoxville, daily, via
Shenandoah Valley Route. Connects for Cleve-

land, except Saturday.

STATE OF THE STA burg. Dining Car.
WASHINGTON AND THE SOUTH.

burg. Dining Car.

WASHINGTON AND THE SOUTH.

7:55, 8:25, *9:25, *10:10 (Desbrosses and Cortlandt Streets 10:20), *10:55 a. m., *12:55, 2:10 (Desbrosses and Cortlandt Streets 2:20), *10:55 a. m., *12:55, 2:10 (Desbrosses and Cortlandt Streets 2:20), (8:25 "Congressional Limited," all Parlor and Dining Cars), *9:26, *4:25, *4:55 (Desbrosses and Cortlandt Streets 5:10), 9:25 p. m., 12:10 night. Sunday, 8:25, *6:25, *10:55 a. m., *12:55 (3:25 "Congressional Limited," all Parlor and Dining Cars), *3:26, *4:25, *4:56 (Desbrosses and Cortlandt Streets 5:15), 9:25 p. m., 12:10 night daily, "Southern's Paim Limited," *12:40 p. m. week days.

SCAPBOARD AIR LINE RAILWAY.—Express, 9:25 a. m. and 9:25 p. m. daily, "New York and Florida Special," 2:10 p. m. week-days.

SEABOARD AIR LINE RAILWAY.—Express, 12:55 p. m. and 12:10 night daily, "Seaboard Florida Limited," 12:55 p. m. daily, NORFOLK AND WESTERN RAILWAY.—For Memphis and New Orleans, 3:25 p. m. daily, FOR OLD POINT COMFORT AND NORFOLK.—7:55 a. m. week-days and 4:35 p. m. daily, FOR OLD POINT COMFORT AND NORFOLK.—7:55 a. m. week-days and 4:55 p. m. daily.

ATLANTIC CITY.—9:55 a. m. and 2:55 p. m. week-days. Sundays, 7:55 a. m. Through Vestibuled Trains, Buffet Parlor Cars and Standard Coaches on week-days. Parlor Smoking Car, Parlor Cars, Unlning Car and Standard Coaches on Week-days. Parlor Smoking Car, Parlor Cars, Unlning Car and Standard Coaches on CAPE, MAY.—12:55 p. m. week-days.

Trains. Bullet Parior Cars and Standard Coaches on week-days. Parior Smoking Car, Parior Cars, Ulning Car and Standard Coaches on Sundays.

CAPE MAY.—12:55 p. m. week-days.

LONG BRANCH, ASBURY PARK.—(Interlaken Sundays), Ocean Grove and Point Pleasant (From West Twenty-third Street Station), 8:55 a. m., 12:25, 3:23, 4:35 p. m., and 12:10 night, week-days. Sundays, 12:10, 9:25 a. m., and 4:55 p. m. From Desbrosses and Cortlandt Streets, 9:00 a. m., 12:30, 3:40, 5:10 p. m., and 12:15 night week-days. Sundays, 12:15, 9:45 a. m., 5:00 p. m.

FOR PHILADELLPHIA.

Gays. Sundays, 12:15, 9:45 a. m., 5:00 p. m.

FOR PHILADELPHIA.

6:05, 7:25, *7:35, 8:25, 8:25, *9:25 (9:25 St. Louis Limited). *10:10 (Desbrosses and Cortlandt streets, 10:20). *10:25 (Penn. Limited). *10:55, 11:55 a. m.; *12:55, 1:55, 2:10 (Desbrosses and Cortlandt streets, 2:20). 2:35, *3:25, 3:55, 4:25, *4:25, *4:55 (*16:50 Limited for North Philadelphia only). *5:55, 6:55, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only). p. m., 12:10 night week-days. Sundays, 6:05, *7:35, 8:25, 9:25 (9:55 St. Louis Limited). 9:35 (*10:25 Penna. Limited). *10:35 a. m., *12:55, 1:55, *3:25, 3:55, *4:25 (*4:55 Chicago Limited for North Philadelphia only). *4:55, *5:55, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only). *4:55, *5:55, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only). *4:55, *5:55, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only). *4:55, *3:55, *3:55, *3:55, *5 FOR PHILADELPHIA.

OCEAN STEAMERS.

Hamburg-American.

Bi-Weekly Twin Screw Service,
FOR PLYMOUTH, CHERBOURG, HAMBURG,
Pennsylv Inla, Feb. 20, 7 AM Waldersee, Mar. 19, 6 AM
Patricla, Feb. 27, 130 PM Filluecher, Mar. 21, 10 AM
Moltke, March 3, 10 AM Moltke, Mar. 31, 10 AM
Pretoria. Mar. 12, 1 PM Pennsyl'a, Apr. 26:30 AM
"Grill Room and Gymnasium on board. Mediterranean Service.

New York—Naples—Genoa.

By superb New Twin-Screw Steamers

Cabin, \$50, \$60, \$75, Upward. Around the World

HAMBURG-AMERICAN LINE. The newly equipped S. S. ALLEGHANY Leaves N. Y. Feb. 20, 1904, Offering excellent accommodate Next Sailing Feb. 27, S. S. SIBIRIA.
ONE WAY, \$40. ROUND TRIP. \$75.

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Inc. Jamaica, Colombia, Nicaragua, Costa Rica.
Rates include Berths and Meals. Hamburg-American Line, 35-37 Broadway, N. Y.

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Kalser... Mar. 5, 10 AM Kalser... Mar. 5, 10 AM K. Win. 11... Apr. 12, 1 PM Kronpring. Mar. 22, 8 AM Kalser... Apr. 26, 10 AM GELRICHS & CO., 5 BROADWAY, N. Y.

WHITE STAR LINE, NEW SERVICES Fast Twin-Screw Steamers of 11,400 to 15,000 tons. BOSTON DIRECT TO THE MEDITERRANEAN AZORES
GIBRALTAR,
MARSEILLES,
NAPLES,
NAPLES,
NAPLES,
ALEXANDRIA. Romanic Feb. 27, Apr. 9, May 14
Canopic Mar. 12
Ist Class, 165 upward.

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BOSTON QUEENSTOWN. SERVICE.
LIVERPOOL
LIVERPOOL
Feb. 18 | Cretic.
Apply to 9-11 Broadway, N. Y. WHITE STAR LINE. NEW YORK—QUEENSTOWN—LIVERPOOL. Cedric...Feb. 24, 11 A.M. | Oceanic....Mar. 9, noor Majestic...Mar. 2, 10 A.M. | Celtic....Mar. 16, 4 P.M Pler 48, North River. Office. 9 Broadway, New York.

CUNARD LINE TO LIVERPOOL via Oueenstown. Ivernia, Feb. 20, 7:30 A M Etruria... Mar. 5, 8 A M Campania, Feb. 27, noon | Lucania... Mar. 12, noon Carpathia Mar. 1, 2 P M Aurania... Mar. 15, 2 P M MEDITERRANEAN SERVICE.

Aurania...Jan. 26, 11 A. M.

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NORWICH LINE, via New London. Leave Pier 40, N. R., foot of Clarkson St., week days only at 5:30 P. M. Steamers CITY OF LOWELL and CHESTER W. CHAPIN.

NEW HAVEN LINE for New Haven, Hartford, Springfield and the North. Leave Pier 40, N. R., foot of Clarkson St., week days only at 4:00 P. M. Steamer RICHARD PECK. JOY LINE. MESABA ... FEB. 20, 9 A. M.
MINNETONKA ... FEB. 27, 2 P. M.
MARQUEFTE ... MAR. 5, 9 A. M.
MINNETONKA ... MAR. 12, 130 P. M.
Only first-class passengers carried.
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PROVIDENCE, \$1.25, EVERY WEEK DAY
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& HUDSON RIVER R. R

THE FOUR-TRACK TRUNK LINE Trains arrive and depart from Grand Central Station, 42d Street, New York, as below:
North and westbound trains, except those leaving at 8:30, 11:30 A. M., 2:45, 3:30, 11:30 P. M. will stop at 125th street to receive passengers tell minutes after leaving Grand Central Station. stop at 125th street to receive passengers ten minutes after leaving Grand Central Station.

12.10

A. M.—MIDNIGHT EXPRESS.—Due Albany 5:55 A. M., Troy 6:40 A. M.

7.54

A. M.—SYRACUSE LOCAL—Store at all important stations.

8.30

A. M.—EMPIRE STATE EXPRESS.—Most famous train in the world. Due Buffalo 4:45, Nisgara Falls, 5:25 P. M.

8.45

Due Buffalo 7:10, Nisgara Falls, 5:25 P. M.

10.30

A. M.—IDAY EXPRESS.—Makes local stops. Due Rochester H:10 P. M.

11.30

A. M.—LOCAL EXPRESS.—For Albany and Troy. Local stops.

12.50

P. M.—SOUTHWESTERN LIMITED.—Due Cincinnati 10:30, Indianapolis 11:30 P. M.

1.00

P. M.—SOUTHWESTERN LIMITED.—Due Cincinnati 10:30, Indianapolis 11:30 P. M.

A. M. St. Louis 6:45 P. M., next day.

1.00

P. M.—CHICAGO LIMITED.—24 hours to Chicago via Michigan Central and Lake Shore Rallroads.

2.45

P. M.—The 20th CENTURY LIMITED.—20-hour train to Chicago via Michigan Central and Lake Shore Rallroads.

3.30

P. M.—ALBANY AND TROY FLYER.—Due Albany 6:40. Troy 7:03 P. M.

3.40

P. M.—DETROIT, GRAND RAPIDS and

M.—DETROIT, GRAND RAPIDS and HICAGO SPECIAL, 24 hours to Calcago 4.00

CHICAGO SPECIAL, 24 hours to C.dcago via Michigan Central.

P. M.—"LAKE SHORE LIMITED.—38.4 hour train to Chicago. All Pullman carabue Cleveland 7.03 A. M., Cincinnati 1.30. Indianapolis 3:10, Chicago 4:00, St. Louis 6:45 P. M. next day.

P. M.—"WESTERN EXPRESS.—28 hours to Chicago via both L. S and M. C. P. M.—"MONTREAL EXPRESS.—Via D. & H. or Rutland.

P. M.—"ADIRONDACK AND MONTREAL EXPRESS.

P. M.—"BUFFALO AND TORONTO SPECIAL.

P. M.—"SUTHWESTERN SPECIAL. 8.00 9.30 P. M.—PACIFIC EXPRESS.—Chicago 31 hours by M. C., 33 hours by L. S.
11.30 P. M.—CHICAGO THEATRE THAIN.—Watertown, Ogdensburg, Buffalo, Deiroit. Chicago and St. Louis.

*Dally. 1Except Sunday. 1Except Monday.

*Dally. 1Except Sunday. 1Except Monday.

9:06 A. M. and obs P. M. dally, except Sunday, to
Pittsfield and North Adams. Sundays at 9:20 A.M.
Pullman cars on all through trains.

Trains illuminated with Pintsch light.
Ticket offices at 167, 261, 415 and 1216 Broadway.

25 Union Sq. W., 275 Columbus av., 275 West 125th,
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BOSTON AND ALBANY RAILROAD,

Trains leave at 19:02 A. M., 112:00 BOOG, *4:00 P.M.,

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415 and 12:16 Broadway, and at Grand Central Station.

A. H. SMITH, GEORGE H. DANIELS, Gen'l Pass'r Agent. WEST SHORE R. R.

(New York Central & Hudson River R. R., lesses)
Trains leave Frankiln St. Station, New York, as
follows, and 15 min. later foot West 42d st., N. R.:
7:00 A.M.—For Intermediate points to Albany,
11:20 A.M.—(I) Hudson and Mohawk Express.
2:25 P.M.—(Cont.Lim.for Detroit, Chi.& St.Louis.
3:45 P.M.—(2) For Hudson River points & Albany,
6:00 P.M.—For Roch., Buffalo, Clev'd & Chicago
18:00 P.M.—For Roch., Buffalo, Clev'd & Chicago
18:00 P.M.—For Roch., Buffalo, Detroit & St. Louis.
9:15 P.M.—For Roch., Buffalo, Detroit & St. Louis.
9:15 P.M.—For Roch., Buffalo, Detroit & St. Louis.
9:15 P.M.—For Roch., Buffalo, Clev'd & Chicago
Lave Brook,
19 A. H. St. Louis.
9:15 P.M.—For Roch., Buffalo, Detroit & St. Louis.
9:15 P.M.—For Roch., Buffalo, Clev'd & Chicago
Leave Brooklyn Annex (1) at 10:45 A. M., (2) at 22:45 P. M. Leave
Leave Brooklyn Annex (1) at 10:45 A. M., (2) at 11:20 A. M.,
(2) at 13:35 P. M. Time tables at principal hotels
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Gen'l Manager.
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New York and Boston all Rail. N. Y. N. H. & H. R. R. and connections
From Grand Central Station.

Leave.
By way of
\$6:00 A.M. Hartford and Willimantic, 2:00 P.M.
\$9:02 A.M. Springfield and Worcester, 3:50 P.M.
\$10:00 A.M., 'New London and Providence, 3:30 P.M.
\$10:00 A.M., 'New London and Providence, 4:30 P.M.
\$1:00 P.M., Hartford and Worcester, 5:40 P.M.
\$1:00 P.M., 'New London and Providence, 6:30 P.M.
\$2:00 P.M., 'New London and Providence, 6:00 P.M.
\$3:00 P.M., 'New London and Providence, 9:00 P.M.
\$3:00 P.M., 'New London and Providence, 9:00 P.M.
\$5:00 P.M., 'New London and Providence, 9:00 P.M.
\$5:00 P.M., 'New London and Providence, 0:00 P.M.
\$5:00 P.M., 'New London and Providence, 0:00 P.M.
\$5:00 P.M., 'New London and Providence, 1:00 P.M.
\$5:00 P.M., 'New London and Providence, 1:00 P.M.
\$1:00 P.M., 'New London and Providence, 1:00 P.M.
\$1:00 P.M., 'New London and Providence, 1:00 P.M.
\$1:00 P.M., 'New London and Providence, 6:37 A.M.
\$1:00 P.M., 'New London and P.M.
\$1:0

READING SYSTEM.

NEW JERSEY CENTRAL R. R.

Liberty Street and South Ferry (Time from

EASTON, BETHLEHEM, ALLENTOWN AND MAUGH, BETHLEHEM, ALLENTOWN AND MAUGH CHUNK—24:00 (7:15 Easton only), 9:10 a. m., 1:20, 4:40, 5:00 (5:45 Easton only) p. m. Sundays 2:25 a. m., 1:00, 8:30 p. m.
WILKEBBARRE AND SCRANTON—24:30, 6:10 a. m., 5:00 p. m. Sun lays, 24:25 a. m., 1:00 p. m.

LAKEWOOD. LAKEHURST, TOMS RIVER
AND BARNEGAT—24:00, '9:00 a. m., 1:30
(3:40 Lakewood and Lakehurst only), 4:10, a5:00
p.m. (8:07 p. m. Saturdays, Sundays, 9:40 a. m.,

ATLANTIC CITY—9:40 a. m., 13:40 p. m.

VINELAND AND BRIDGETON—124:00 a. m.,

(1:50 p. m.) VINELAND AND BRIDGETON—12400 & M., (1390 m.)
LONG BRANCH, ASBURY PARK, OCEAN GROVE, POINT PLEASANT AND SEASHORE POINTS—24:00, 8:30, 11:30 a. m., x1:20, 4:45, 5:30, 6:30, 11:30 p. m. Sundays, except Ocean Grove, 9:00 a. m., 4:00, 8:30 p. m.
PHILADELPHIA — (READING TERMINAL)—*4:25, 17:30, 18:00, 9:00, 11:00 a. m., 112:00, 11:00, 11:00 a. m., 11:10 a. m., 11:00, 11:340, *5:00, *7:00, 19:25 p.m. *12:15 mdt.

READING, HARRISBURG, POTTSVILLE AND WILLIAM SPORT—|4:00, 24:25, 18:00, ||19:10, 11:2 AND WILLIAM SPORT — 14:00, 24:25, 18:00, [19:10. (10:00, 11:00 a. m., Reading, only, 18:100, [19:10. (20:00, 11:00 a. m., Reading, only, 18:100, [19:120, 12:00) p. m., Reading, Pottsville and Harrisburg only, 14:00, 15:00 p. m.

zFrom Liberty Street only. *Daily, *Daily except Sunday, \$Sunday only, 1Parlor cars only, 'Vla Tamaqua, zSaturdays, azxoept Squaday, 19ardays, urdays, Offices: Liberty St. Ferry, South Ferry, 6 Actor House, 197, 261, 434, 1900, 1864 Broadway, 182 Fifth, Av., 25 Union Square West, 183 East 125th St., 273 West 125ta St., 245 Columbus Av., New York; 4 Court St., 344, 860 Fulton St., Ekityn; 360 Eway, Wimsburg, N. Y. Transfer Co. calls for and cheeks baggage to destination.

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Leave South Ferry. Liberty St. Ferry.

Balto. Washington. 10:25 AM 19:30 AM Buffet
Balto. Washington. 10:25 AM 10:37 AM Diner
Balto. Washington. 11:25 AM 11:45 AM Diner
Balto. Washington. 11:25 AM 11:45 AM Diner
Balto. Washington. 12:55 PM 10:00 PM Diner
Balto. Washington. 12:55 PM 10:00 PM Diner
Balto. Washington. 12:55 PM 10:00 PM Diner
Balto. Washington. 12:10 nt. 12:13 nt. Sleepers
Dally. 1Dally excent Sunday. 83unday only
Offices: Liberty St. Ferry. South Ferry. 6 Astor
House. 167, 231, 434, 1300, 1354 Broadway. 182 Pft
Av. 25 Union Square West. 132 East 125th St., 27:
West 175th St., 245 Columbus Av. New York: 4
Court St., 341, 860 Fu'ton St., Brooklyn: 390 Broadway, Williamsburg. New York Transfer Co. calls for
and checks baggage to destination.

Lv. New York City, South Ferry. Liberty St.
Chicago, Octoburg. *12:10 nt. *12:15 nt.
Chicago, Columbus. *12:55 pm. *1:00 pm. Diner
Pittsburg, Cleveland *2:355 pm. *1:00 pm. Diner
Cincinnati. St. Louis**10:10 nt. *12:15 nt. Sleeper
Cincinnati. St. Louis**10:25 am. *10:30 am. Diner
Cincinnati. St. Louis**10:25 nm. *10:30 am. Diner
Cincinnati. St.

LEHICH VALLEY.
Foot of West 28d A. Cortlandt and Deabrosses Sta. B.

Daily † Except Sunday. Sunday changes: dis.43

eq.(0). n5.25, x5.45.

Mauch Chunk Local 76 55 Ab 77.00 ad 80 Mauch Chunk Local 76 55 Ab 77.00 ad 80 Mauch Chunk and Hazieton Local 22 40 rm d 2 64 re Wilkes Barre Express 355 rm d 16 75 Ab 76 Fm 4 16 75 Ab 76 RANGON LOCS! 15.10 PM 15.39 PM CDICAGO & Toronto Vestibule Exp. 15.40 PM 15 Tikers and Pulman accommon attons at 167, 260, 256
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253, 1234 and 1254 Broadway, 152 5th Ave., 25 Union Square
West, 246 'clumbus Ave., N Y. 1560 Pulton St., 4 Cours
St., 350 Broadway, and Yf. Fulton St., Broadway, and Yf. Fulton St., Broadway. And Yf. Fulton St., Broadway. And Yf. Pulton St., Broadway. And St. 250 Pulton St., 250 Broadway, and St. 250 Pulton St., 250 Pulton S

Lackawanna Railroad.

*140 P.M.—For Smill) and the cags.

4400 P.M.—For Seration and alymouth.

6410 A.M.—For Bunklo and Chicago.

8435 P.M.—For Utica, Oswero, Ithaca, Bunglo,

*2:00 A.M.—For Chicago—Sleepers open 9 P. M.

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Leave New York foot Barelay and Christopher St., 1830 A.M.—For Blinghamton and Syracuse. 10:00 A.M.—For Builely, Chicago and St. Louis. 1440 P.M.—For Builely and Chicago.